

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Previously presented) A charge intercooler for a motor vehicle, comprising a heat exchanger unit with tubes through which charge air can flow and comprising air boxes which are connected to the tubes and have a charge air inlet and a charge air outlet, wherein one of the air boxes includes a partition wall dividing the one of the air boxes into first and second portions and including a rotary valve rotatable from a first position blocking airflow through said first portion to a second position allowing air flow through said first portion and said second portion.

2. (Previously presented) The charge intercooler as claimed in claim 1, wherein some of the tubes can be closed by a shut-off member.

3. (Previously presented) The charge intercooler as claimed in claim 2, wherein the shut-off member is arranged in the charge air box.

4. (Currently amended) The charge intercooler as claimed in claim 2, wherein the shut-off member is arranged in [[the]] a region of the charge air inlet.

5. (Currently amended) The charge intercooler as claimed in claim 2, wherein

the shut-off member is arranged in ~~[[the]]~~ a region of the charge air outlet.

6. (Previously presented) The charge intercooler as claimed in claim 2, wherein the shut-off member is designed as a pivotable flap with a laterally arranged pivot axis.

7. (Previously presented) The charge intercooler as claimed in claim 6, wherein the tubes form a row R and have tube ends which are accommodated in a tube plate of the air box, and in that the pivot axis is arranged in the direction of the tube row and next to the tube ends in the region of the tube plate.

8. (Currently amended) The charge intercooler as claimed in claim 7, wherein the flap is in particular of approximately generally rectangular design shape and, in the closure position, rests on the tube ends.

9. (Previously presented) A charge intercooler for a motor vehicle, comprising a heat exchanger unit with tubes through which charge air can flow and comprising air boxes which are connected to the tubes and have a charge air inlet and a charge air outlet,

wherein some of the tubes can be closed by a shut-off member,

wherein the shut-off member is designed as a pivotable flap with a laterally arranged pivot axis,

wherein the tubes form a row R and have tube ends which are accommodated in a tube plate of one of the air boxes,

wherein the pivot axis is arranged in the direction of the tube row and next to the tube ends in the region of a tube plate,

wherein the flap is of approximately rectangular design and, in the closure position, rests on the tube ends, and

wherein the flap has at least one cutout for one or more nonclosable tubes.

10. (Currently amended) The charge intercooler as claimed in claim 2, wherein a partition is arranged in the air box and divides the air box into two chambers with two flow cross sections, and ~~in that~~ wherein one flow cross section can be closed by the shut-off member.

11. (Previously presented) A charge intercooler for a motor vehicle, comprising a heat exchanger unit with tubes through which charge air can flow and comprising air boxes which are connected to the tubes and have a charge air inlet and a charge air outlet,

wherein some of the tubes can be closed by a shut-off member,

wherein a partition is arranged in the air box and divides the air box into two chambers with two flow cross sections,

wherein one flow cross section can be closed by the shut-off member, and

wherein the shut-off member is designed as a rotary slide.

12. (Previously presented) The charge intercooler as claimed in claim 10, wherein the chambers and the partition merge in a funnel-shaped manner into a

connecting pipe in which the shut-off member is arranged.

13. (Previously presented) The charge intercooler as claimed in claim 12, characterized in wherein the shut-off member is designed as round flap with a central pivot axis.

14. (Previously presented) The charge intercooler as claimed in claim 12, characterized in wherein the shut-off member is designed as a round, partially cut-out flap with a lateral pivot axis or a central pivot axis.

15. (Previously presented) The charge intercooler as claimed in claim 12, wherein the shut-off member is designed as a half-round flap with a lateral or central pivot axis.

16. (Previously presented) The charge intercooler as claimed in claim 2, wherein the shut-off member has covering sections for individual tubes, which covering sections are mounted such that they can be displaced and/or rotated together.

17. (Previously presented) The charge intercooler as claimed in claim 1, wherein some of the tubes can be completely closed.

18. (Previously presented) The charge intercooler as claimed in claim 1, wherein some of the tubes can only partially be closed.

19. (Currently amended) The charge intercooler as claimed in claim 1, wherein all of the tubes can be at least partially ~~[[be]]~~ closed.

20. (Currently amended) A charge intercooler for a motor vehicle, comprising a heat exchanger unit with tubes through which charge air can flow and comprising air boxes which are connected to the tubes and have a charge air inlet and a charge air outlet, ~~characterized in that~~ wherein one charge air box is divided by a transverse partition into an entry chamber and an exit chamber which respectively have the charge air inlet and the charge air outlet, ~~in that the~~ and wherein at least one other charge air box is designed as a deflecting box and ~~in that~~ wherein a shut-off member is arranged in the transverse partition.

21. (Currently amended) The charge intercooler as claimed in claim 20, wherein the shut-off member is designed as a flap, ~~in particular as a~~ round pivoting flap with a central pivot axis.